COMNAVAIRLANTINST 3520.1E
COMNAVAIRPACINST 9093.lB
NAVAIRLANT N435
NAVAIRPAC N436
NOV 14 1994

Subj: AIRCRAFT CARRIER COMBAT SYSTEMS READINESS REVIEW (CSRR)

Ref: (a) Troubled Systems Process (TSP) Charter dated 27 Aug 92
(b) NWP 10-1-10

Encl: (1) Procedures for conducting Aircraft Carrier CSRR
(2) Systems and Equipment Tested during Aircraft Carrier CSRR
(3) Inspected Ship's Duties and Responsibilities during Aircraft Carrier CSRR
(4) Support Activity Duties and Responsibilities during Aircraft Carrier CSRR
(5) List of Support Activities for Aircraft Carrier CSRR
(6) Aircraft Carrier CSRR Discrepancy Code Definitions
(7) Aircraft Carrier CSRR Final Report Format

1. Purpose. To disseminate information concerning the COMNAVAIRLANT and COMNAVAIRPAC Combat Systems Readiness Review (CSRR). Due to extensive revision, paragraph markings have been omitted. This instruction should be read in its entirety.

2. Cancellation. COMNAVAIRLANTINST 3520.1D and COMNAVAIRPACINST 9093.1A.

3. Discussion.

a. The objective of the CSRR is to improve combat systems readiness of Naval Air Forces, U.S. Atlantic and Pacific Fleet aircraft carriers. This objective will essentially be met through the Combat Systems equivalent in the material review of an Operational Propulsion Plant Examination (OPPE).

The CSRR shall:

(1) Determine the material condition of installed combat systems equipment and their attendant support equipment. Provide CSRR data in accordance with reference (a) to NWADIV Corona in support of the Troubled Systems Process.

(2) Provide on the job training (OJT) to ship's force on evaluated equipment and systems.

(3) Determine the adequacy of installation, configuration, General Purpose Electronic Test Equipment (GPETE), Special Purpose Electronic Test Equipment (SPETE), and documentation for the support of electronic and combat systems.

(4) Determine the adequacy of training and qualification of personnel assigned to the maintenance and repair of combat systems and their attendant support equipment.

(5) Determine the status and adequacy of logistic support provided for electronic and combat systems equipment.

(6) Determine the status and adequacy of the Combat Systems Operational Sequencing System to support combat systems maintenance and casualty control.

(7) Provide assistance to the Ship's Force to ensure correction of discrepancies identified during CSRR'S.

4. Action.

a. COMNAVAIRLANT and COMNAVAIRPAC (hereafter referred to as TYCOM) will conduct periodic CSRR evaluations of their respective aircraft carriers in accordance with the procedures and the scope of enclosures (1 through 7). The CSRR shall be scheduled prior to TYCOM turnover to operational commander for a minimum of 10 working days during an in port period.

b. A CSRR consists of members of the TYCOM Staff augmented by approximately 100 personnel from various systems command field activities, other fleet support units and technical agencies as indicated in enclosures (4) and (5). There will be a scheduled in and out brief with the carrier's commanding officer by the CSRR Coordinator.

c. No evolutions shall be scheduled to conflict with the CSRR unless specifically waivered by TYCOM. Waiver authority of this requirement is retained at the TYCOM level. Submit waiver requests via message at least 30 days prior to commencement of CSRR.

d. The communications-message delivery shall be shifted to Gateguard or some other PC-PC System for the first week of the CSRR in order to test the NAVMACS/CUDIX delivery system. No exercises requiring use of ship's communications equipment should be scheduled or participated in during CSRR.

e. Discrepancies identified during the review shall be entered into the Current Ship's Maintenance Program (CSMP) or Ship's Force Work List as appropriate. Discrepancies shall be classified using codes from enclosure (6) and c rent directives issued by the TSP Joint Fleet Board of Directors (BOD). Upon completion of the review, a final report in the format of enclosure (7) shall be submitted by the CSRR coordinator within ten working days of CSRR completion.

f. Responsibility for corrective action on individual discrepancies shall be assigned and progress monitored by the CSRR coordinator. TYCOM and the various Systems Commands stand by to assist the ship in all aspects of deficiency correction; however, it is ultimately ship's force responsibility to initiate action to ensure all deficiencies are corrected. Timely action shall be required by the ship, ISIC, and TYCOM to attain a high state of combat system readiness prior to the ship commencing deployment.

g. Discrepancy items outside the ship or TYCOM cognizance shall be forwarded with recommendations to the applicable system command or other agency for resolution.

h. The ship's force shall indicate corrective actions to TYCOM, COMBATGRU, and assigned fleet commander taken to resolve discrepancies under their cognizance during the CSRR and shall submit a message status report, using the same format as enclosure (7) within 30 days after the CSRR and thereafter at 30 day intervals until either:

(1) All major and safety discrepancies are corrected.

(2) Deployment

(3) Directed by higher authority (TYCOM)

i. All major discrepancies not corrected at the end of the CSRR, shall be CASREP'D in accordance with reference (b) and applicable TYCOM instructions.

j. Responsibilities for CSRR support are defined in enclosures (3) and (4).

"Signed"
L. P. LALLI
Chief of Staff

"Signed"
J. E. ECKART
Chief of Staff

Distribution:
(SNDL PARTS 1 and 2)
28A CARRIER GROUPS
28B CRUISER DESTROYER GROUPS
29B AIR CRAFT CARRIERS (CV/CVN)

COMNAVAIRLNATINST 3520.1E
COMNAVAIRPACINST 9093.1B

Copy to:
COMNAVSURFLANT NORFOLK VA (N6, N63)
COMNAVSURFPAC SAN DIEGO CA (N43)
COMSPAWARSYSCOM WASHINGTON DC (Codes 00334, PD30, PMW159, PD70,
PMW171, PMW172, PMW176, PMW171, PMW172, PMW173, PMW174, PMW175)
COMNAVSEASYSCOM WASHINGTON DC (PMS312/PMS331, SEA03, SEA04DS,
SEA04PA4, SEA04TD, SEA9lK31) COMNAVAIRSYSCOM WASHINGTON DC (PMA251, 213)
PEO TAD WASHINGTON DC (Codes B, B33, B34, C, C4, C7, D, DB, DN,
DR, D43 K, K32) NAVSEA DET PERA CV BREMERTON WA (Codes 1815, 1824)
OSO WASHINGTON DC (Code OPS)ONI SUITLAND MD (Code 7JD)
NSACSS FT GEORGE G MEADE MD (G56, G564, Q26)
AIC NORFOLK VA (DR1, DR2, DR3)
AFLOATRAGRULANT CSTG NORFOLK VA (Codes 00, 32)
NISEEAST DET NORFOLK VA (Codes 242, 633, 532, 535, 241)
NISEEAST CHARLESTON SC (Codes 001, OOL, 212, 214, 323, 542)
NISEWEST DET VALLEJO CA (Codes OOF, OOL, 001, 210, 221, 222, 231, 311)
NCCOSC SAN DIEGO CA (Code 00)
NCCOSC RDTE DIV SAN DIEGO CA (Code 43)
NCCOSC RDTE DIV DET PHILADELPHIA PA (Codes 002, 4203)
NISEEAST DET WASHINGTON DC (Codes OOL NE433)
NISEEAST DET ST INIGOES MD (Codes 32, 332, 322, 62, 3244, 331, 323)
NAVSURFWARCEN ORDSTA LOUISVILLE KY (Codes 3041, 504)
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA (Codes 002, 024)
NAVTACSUPPACT WASHINGTON DC (Code 32)
NAVSURFWARCENDIV DAHLGREN VA (Code H24)
NAVSURFWARCENDIV PORT HUENEME CA (Codes 4Ll3, 4YOO, 4BOO, 4B90)
NAVAIRWARCENACDIV LAKEHURST NJ (Codes SRA, API,30)
NAVMEDIACEN WASHINGTON DC (Code 00)
NAVBCSTSVC FSD NORFOLK VA (Code 00)
NAVBCSTSVC FSD SAN DIEGO CA (Code j)
NAVUNSEAWARCEN DET NORFOLK VA (Codes 24030, 24040, 24311, 24214, 33412,
33421, 33423, 03A2, 4C30, C24)
NAVAIRWARCENACDIV INDIANAPOLIS IN (Code 1024E)
NAVSURFWARCENDIV CRANE ID (Codes 804, 8041, 8047, 8048, 8045, 8046)
NAVUNSEAWARCENDIV KEYPORT WA (Codes 41, 4321, 4323, 2251) WPNSTA E COLTS
NECK NJ (Codes 70, 702)
KWADIV CORONA CA (Codes 3144, QA30, QA33, MS64)
NCTSI SAN DIEGO CA (Code 00)
NCTSI DET TWO NORFOLK VA (Code 00)
FTSCPAC DET PEARL HARBOR HI (Code 00)
FTSCPAC SAN DIEGO CA (Code 00)

COMNAVAIRLNATINST 3520.1E
COMNAVAIRPACINST 9093.1B

FTSCPAC DET YOKOSUKA JA (Code 00)
FTSCPAC DET EVERETT WA (Code 00)
FTSCPAC DET ALAMEDA CA (Code 00)
FTSCLANT NORFOLK VA (Codes 4-200, 4225, 4300)
FTSCLANT DET NORFOLK VA (Code 00)
FTSCLANT DET CHARLESTON SC (Code 00)
FTSCLANT DET MAYPORT FL (Code 00)
FTSCLANT DET NAPLES IT (Code 00)
NAVSHIPYD PHILADELPHIA PA (Code 292)
FLTIMAGCOMLANT NORFOLK VA (Code 50)
NAVSHIPYD NORFOLK VA (Codes 270, 274)
NAVSHIPYD PUGET SOUND WA (Codes 270, 272)

Stocked:
COMNAVAIRLANT (NO2A6)
COMNAVAIRPAC (NO04B3)

PROCEDURES FOR CONDUCTING AIRCRAFT CARRIER CSRR

1. General.

a. Procedures for conducting the CSRR on aircraft carriers are overviewed figures 1-1 and 1-2.

b. The evaluation of each equipment includes but is not limited to:

(1) Material condition and operational performance.

(2) Configuration and installation.

(3) COSAL/SUADPS/SPETERL support.

(4) Training and personnel.

(5) Test Equipment.

(6) Functional Testing

(7) Documentation.

(8) Software/firmware.

2. Procedures:

a. Material Condition and Operational Performance.

(1) Functional testing will be performed to determine the degree of conformance to designed operational specifications. The Combat Systems Readiness Review Test Plan published by the Naval Warfare Assessment Division (NWADIV) Corona lists the basic tests to be performed. During the first three to four days the system or equipment Evaluators will determine material condition through use of Planned Maintenance System (PMS) and manufacturer's standards, visual inspection, electrical/electronic checks, operational checks and/or other good engineering practices. Discrepancies will be classified in accordance with enclosure (6) and Troubled Systems Process (TSP) directives and documented in the Current Ship's Maintenance Program (CSMP) or Ship's Force Work List utilizing automated procedures.

(2) CSRR team members will provide technical assistance to aid ship's force in the repair of inoperative equipment to ensure full system operation or interface with other systems. CSRR team members will not be the primary agents for correcting the discrepancies. Repair of the equipment/system to a fully operational status is of Primary concern.

(3) Functional tests for the following equipment will be included during the evaluation:

(a) HF Long Haul Communications.

(b) UHF Communications (secure and unsecure).

(c) Link 4A (UHF) .

Note: Two Link 4A capable aircraft are required for this test.

(d) LINK 11 (UHF and HF) including on line test with the local Naval Communications Tactical Support Interoperability (NCTSI) detachment or Shipboard Electronic Systems Evaluation Facility (SESEF).

(f) LINK 16 (JTIDS) including on line test with other available JTIDS equipped ships and aircraft.

(g) Satellite systems (UHF, SHF, EHF) (including interfaces with tactical command systems). Ship will request authorization to radiate all communications circuits and schedule a test simultaneously exercising all Tactical Digital Information Exchange Systems (TADIXS) within the battle group.

(h) Joint Maritime Command Information System (JMCIS) interfaces with tactical command systems, navigation and applicable satellite systems.

(4) The results of the following specific certifications, inspections and operational tests will be considered to be part of the CSRR:

(a) AN/WSN-1 Ship's Navigational and Inertial Alignment System (SNAIAS)

(b) AN/URN-25 Tactical Air Navigation

(c) AN/SPN-42/46 Automatic Carrier Landing System

(d) MK-36 MOD-.78 Super Rapid Blooming Offboard Chaff (SRBOC)

(e) AN/ULM-4 range.

(f) Self-Defensive Weapons Battery Alignments/Ship's Training Alignment Verification (STAV)

(g) 2M Micro-Miniature Repair.

(h) Pre-deployment Electrical Power Survey and Inspection (PEPSI)

b. Configuration and installation. The assigned CSRR evaluator will compare the test plan configuration data with the installed name plate nomenclature, serial number, and Compartment location. The evaluator will also examine equipment configuration and installation to determine the adequacy of mounting, cooling, accessibility and conformance with installation requirements/standards.

c. Logistics Support:

(1) The ship's Combat Systems configuration will be reviewed by the respective TYCOM for verification of APL's and comparison with the COSAL. The ship will be notified of missing or incorrect APL'S. Where a large number of APL's are invalid or missing, indicating non-support for major combat systems, the type commander will request a mini-COSAL run for Combat Systems from Ship's Parts Control Center (SPCC), Mechanicsburg, PA. to aid in bringing the on board inventory up to date.

(2) At the time of the equipment inspection, the assigned CSRR evaluator will check the on board configuration and its availability of selected critical repair parts.

(3) To ensure proper logistics support for all the equipment inspected during the course of the CSRR, the ship's COSAL and SUADPS will be verified at the end of the CSRR by a Type Commander designated logistics review team. SUADPS and the COSAL will be updated as required to reflect the true equipment population. This evolution will be a coordinated effort with the ship's Maintenance Support Center (MSC) or Logistics Support Center depending on ship type who will be the means to track all identified logistics deficiencies.

d. Training and Personnel:

(1) Two to three months prior to CSRR, a TYCOM representative will review the Combat Systems Maintenance Divisions billet allowances and personnel on board by comparing associated NTPs based on equipment configuration and the MPA. An analysis of ratings and NECs will also be conducted. The TYCOM will assist in correcting any deficiencies.

(2) The CSRR evaluator will assess the maintenance technicians' ability to perform PMS, troubleshooting and corrective maintenance. On the job training will be provided in conjunction with equipment testing to the maximum extent possible during the CSRR.

(3) An assessment by the respective TYCOM will be made of Repair Eight Personnel Qualifications Standards (PQS) progress.

e. Test Equipment:

(1) Two to three months prior to CSRR a Ship's Portable Electrical/Electronics Test Equipment Requirements List (SPETERL) review will be conducted to determine relevancy to actual installed equipment configuration. A sight inventory of test equipment will be made to determine quantity and calibration status. Shortages will be filled by General Purpose Electrical/Electronic Test Equipment Initial Outfitting (GINO) procedures or by ships procurement. The TYCOM will assist in arranging General Purpose Electrical/Electronic Test Equipment (GPETE) repairs and critical replacements.

(2) During the CSRR equipment check out phase, the evaluator will assess the adequacy of test equipment support for each particular system.

f. Documentation:

(1) A review of all inspected equipment documentation will be made to identify publications, technical manual changes, Maintenance Requirement Cards (MRC), Maintenance Index Pages (MIP), Electronic Information Bulletins (EIB), Electronic Information Maintenance Books (EIMB), etc., which are not available on board. Assistance will be provided by TYCOM, in obtaining required publications.

(2) The "Delivery Guidelines and Documentation Operational Program Information Book" will be verified.

(3) The Combat Systems "Smooth Log" will be reviewed/verified.

g. Field Change/ORDALT review

(1) 2 to 3 months prior to CSRR a review will be conducted to determine installation status of critical field changes and ORDALTS. The TYCOM will task cognizant activities to provide validation documentation and personnel.

3. Implementation:

a. The CSRR will be included in the TYCOM Readiness Development Plan (COMNAVAIRLANTNOTE/COMNAVAIRPACNOTE 3500) for the inspected ship and milestones will be established to monitor progress as follows:

Milestone	Completion
GPETE/SPETE review	D-180
Field Change/ORDALT Review	D-180
Weapons system LOGSAT/PUBSAT	D-180
COSAL/APL Review (PRE-MSC)	D-180
Personnel/Training Audit	D-180
Installation SOVTs	D-180
STAV	D-180
PEPSI	D-140
CSRR	D-120
	(D = Deployment date)

b. The ROCKATS inspection management program is implemented as a data collection tool used by CSRR administrators to standardize discrepancy reporting and interface inspection results directly with existing ship board Automatic Data Processing (ADP) system in support of the Coordinated Shipboard Allowance List (COSAL) support and the Navy's Ships Configuration Logistics Support Information System (SCLSIS) processes. To insure a successful CSRR the following critical ROCKATS milestones must be accomplished:

MILESTONE	DATE
PRE-MSC and Issue configuration list of items to be inspected	CSRR minus 5 months
Issue preliminary test plan	CSRR minus 3 months
Issue final test plan	CSRR minus 2 months
Deliver CSRR test plan books	CSRR minus 4 weeks
Ship's Force commence pre-CSRR checks	CSRR minus 3 weeks
Commence CSRR	CSRR minus 0
Update CSMP	CSRR completion(onboard)
Complete CSRR	CSRR plus 2 weeks
Update COSAL/SUADPS	CSRR plus 4 weeks
Generate tape and send to CDM	CSRR plus 4 weeks
Distribute CSRR final Report	CSRR plus 4 weeks
Update SPETERL data base	CSRR plus 4 weeks
Generate TSP Input	CSRR plus 4 weeks
Verify WSF Update	CSRR plus 3 months

4. Discrepancy items:

a. During the evaluation, the CSRR discrepancy reports will be prepared by participating activities using format provided by CSRR coordinator. Reports will be forwarded to the CSRR coordinator for determination of the responsible for correction and further distribution as appropriate.

b. At the conclusion of the CSRR a rough final report, addressing the overall status of the systems checked, will be submitted to the CSRR coordinator. The CSRR coordinator will report to the ship on overall status of shipboard electronic systems and maintenance capability.

c. Within 30 days of the start of the CSRR, PERA CV will submit two copies of the final report to the inspected carrier's TYCOM and to the ship.

d. The CSRR coordinator will submit a final report within ten working days of the CSRR completion.

5. Corrective action:

a. Crucial to the success of the CSRR in improving combat systems readiness is the action taken to correct discrepancies identified during the evaluation. Without a methodical and visible means of monitoring progress, corrective action may not be adequate or timely. The following system will provide the desired monitoring of the correction of the remaining discrepancies.

(1) Each discrepancy will be reviewed by the CSRR coordinator and a determination of the activity responsible for correction will be made as follows:

(a) Ship's force

(b) Fleet Technical Support Center

(c) Industrial activity for near term corrective action.

(d) In Service Engineering Activity (ISEA)

(e) PERA CV for inclusion in post deployment SRA/COH work package.

(f) Type commander.

(2) Action will be assigned and indicated on the CSRR discrepancy report, a copy of the discrepancy report will be forwarded to the appropriate activity.

(3) A desired completion date will be indicated and based upon the impact of the discrepancy on the training cycle of the ship. Continuous review of progress will be made by TYCOM to identify delinquent action.

(4) The, ship being tested will report progress as indicated in the basic instruction.

(5) During the period of the CSRR there is a major requirement for general and special purpose electrical/electronic test equipment. Approximately 30days prior to the commencement of the CSRR, the respective ship's EMO will send a message to TYCOM requesting any additional support required to ensure the CSRR technical representatives are not test equipment constrained during the course of the CSRR. Typically, test equipment that is in demand simultaneously is as follows: AM/FM Deviation Meters (4262), Power Meter (4957), In-Line Watt Meters (4958), AM/FM Signal Generators (4370), Audio Signal Generators (4358), Oscilloscope (4308), and Frequency Counter (4296), Time Domain Reflectometers (4298). It is recommended that a minimum of three to five additional items of the test equipment listed be borrowed for the duration of the CSRR.

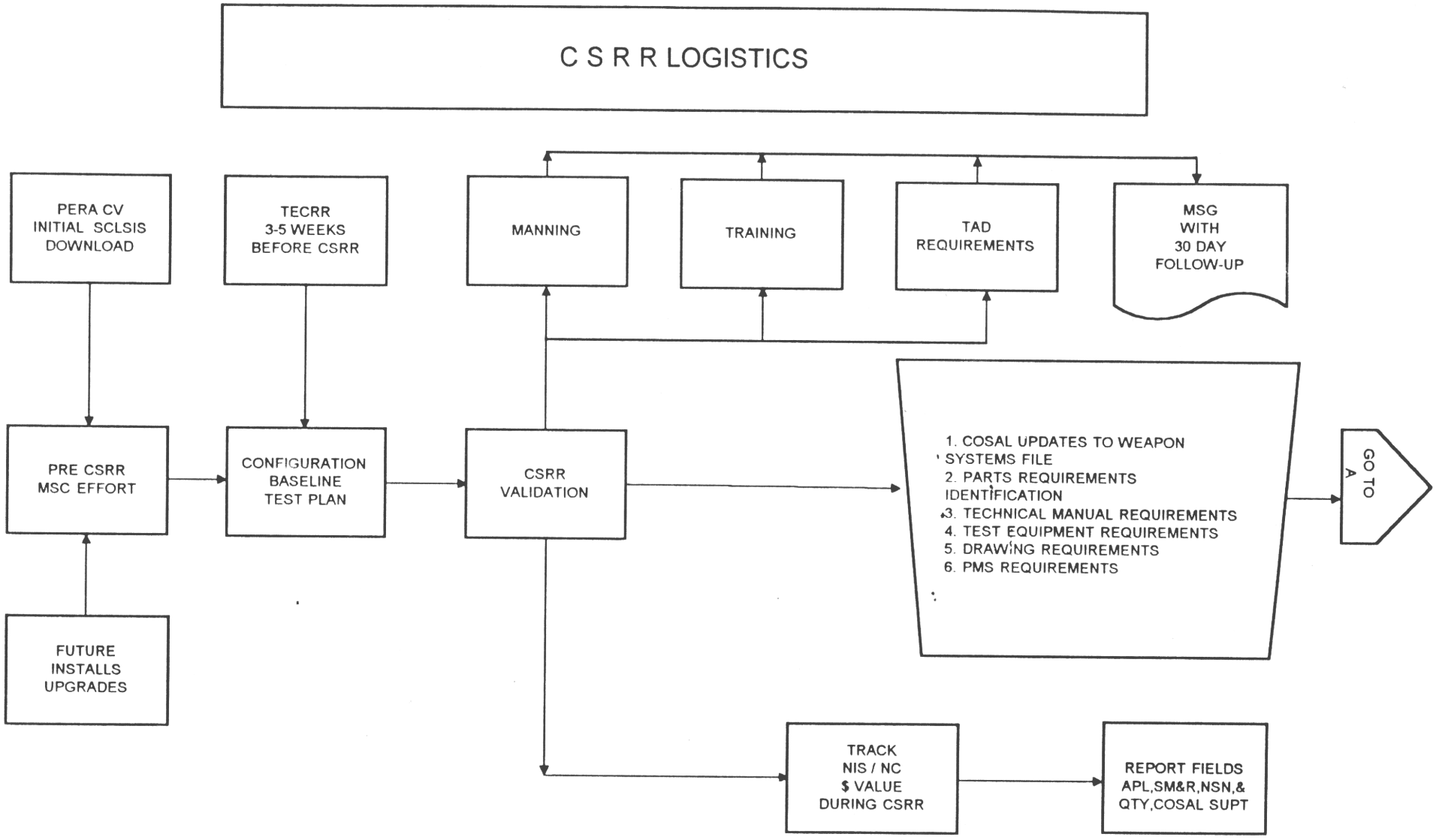

Figure 1-2

Enclosure (1)

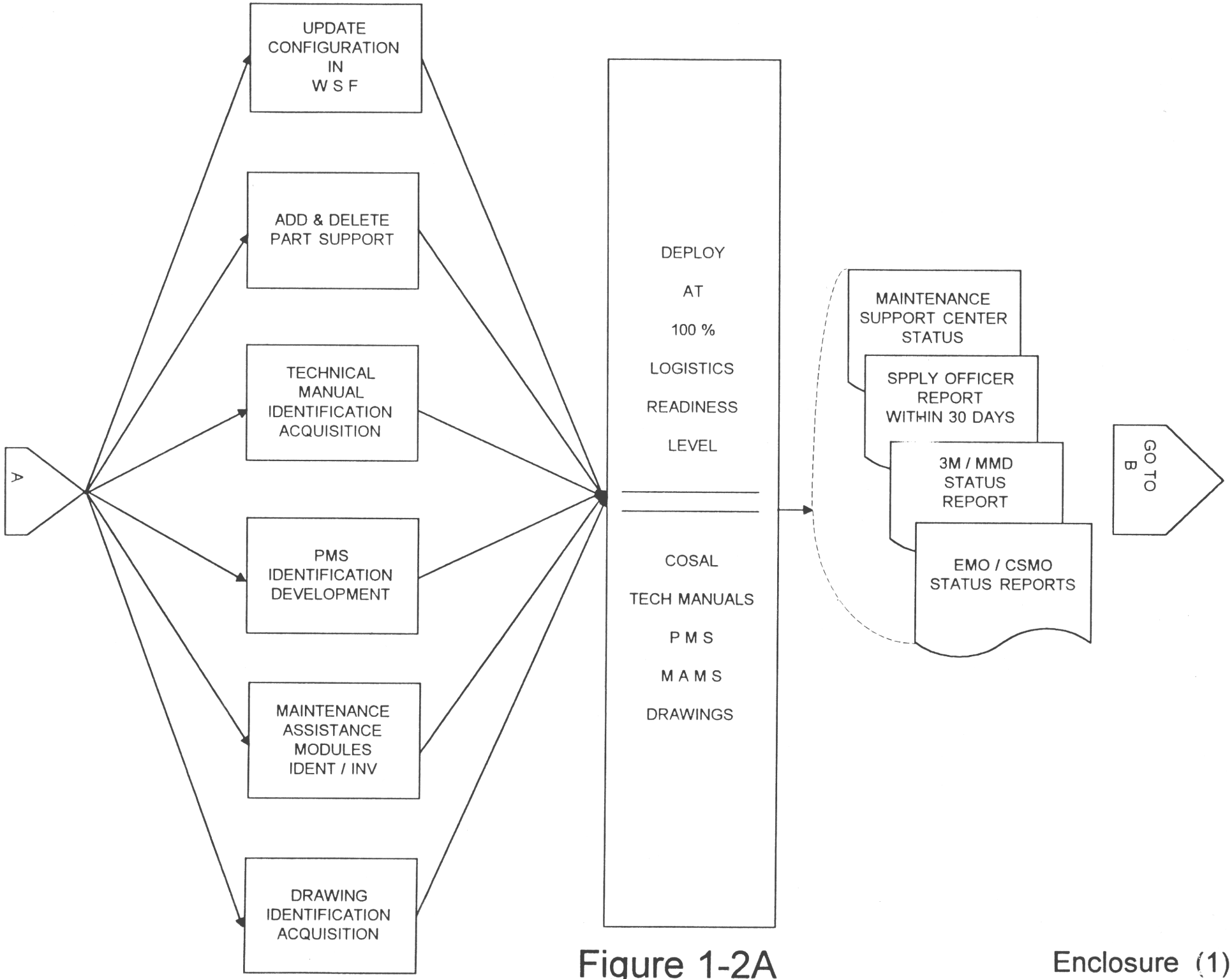

Figure 1-2A

Enclosure (1)

TYPE COMMANDER INVOLVEMENT

B

1. DEVELOPE PLAN TO FIX

2. FIX

3. MEASURE RESULTS

4. DURING DEPLOYMENT
TRACK NUMBER
OF CASREPS

5. MONITOR NUMBER
OF NIS / NC
VIA 3M DATA

Figure 1-2B

Eclosure (1)

SYSTEMS AND EQUIPMENT TESTED DURING AIRCRAFT CARRIER CSRR

1. Scope.

a. The following combat systems equipment including intaces with other systems and other related areas will be evaluated:

(1) Communications including satellite and CRYPTO, both General Service (GENSER) and Special Intelligence (SI), Landing Signal Officer Platform communications, tactical and non-tactical data links.

(2) Portable communications including MK 4 MOD 0,Protected Voice Portable Communications System (PVPCS), MARDET Communications, Flight Deck Communications System (FDCS) and all other portable radio equipment.

(3) Radars including search, carrier controlled approach (ACLS), navigation and weather radars.

(4) Identification Friend or Foe (IFF).

(5) Self-Defensive Weapons Systems includes Close-in-Weapons System (CIWS), Nato SeaSparrow Missile Systems (NSSMS), Target Acquisition System, and all associated weapons handling equipment.

(6) Electronic navigation systems including satellite receivers, inertial navigation systems, collision avoidance systems, and Fathometers.

(7) Electronic warfare systems including AN/SSO-82, SRBOC, AN/SLQ-32, AN/ULQ-16/20, AN/SLA-10.

(8) Tactical Data Systems including AUTO Identification.

(9) Tactical Command and Control Systems including JMCIS, STRED, Non-Development Items (NDI) and Rapid Prototype equipment.

(10) Aircraft navigation aids. (TACAN, SNAIAS).

(11) Anti-Submarine Warfare (ASW) equipment including AN/SLQ-25 Nixie, CVASWM, and CST.

(12) Intelligence center equipment including FIST, TAMPS, NIPS, APPS, POST etc.

(13) International Maritime Satellite Telephone (INMARSAT) including Facsimiles, and other systems interfaced with the INMARSAT.

(14) Carrier Air Traffic Control Data Systems including system interfaces such as UHF radios, gyro, LSO HUD.

(15) Module Test and Repair Facilities (MTRF) including MTRF associated Automatic or General Purpose Test Equipment, Micro-Miniature (2M), MTRF equipment inventory, ElectroStatic Device (ESD) safety and handling procedures in all Operations, Weapons, Engineering, Air and Supply (S-1 only) Departments.

(16) Ship's General and Special Purpose Portable Electrical/ Electronic Test Equipment (non-Aviation) and Automatic Test Equipment (ATE).

(17) Shipboard Naval Tactical Command Support System (NTCSS)(includes SNAP/NALCOMIS).

(18) Meteorology Equipment including satellite, radiosonde and bathyothermograph.

(19) Assessment of the ship's Electromagnetic Compatibility (EMC), Electromagnetic Interference (EMI) status.

(20) Associated auxiliary support systems including chilled water, air conditioning, dry air, Internal Communications (IC), and 60/400hz electrical power generation and distribution systems.

(21) Associated logistic support systems Coordinated Shipboard Allowance List (COSAL) support and Ships Configuration Logistics Support Information System (SCLSIS) including technical manuals and other documentation, Maintenance Assist Modules (MAMs), Operational Space Items (OSI), and unauthorized spares in spaces.

(22) Night Vision Devices.

(23) Tactical Software/Firmware status.

(24) Electrical/electronic safety including TAG OUT, ALOFT and Quality Assurance (QA).

(25) MK-19 Gyro, Dead Reckoning Analyzer Indicator (DRAI), Underwater Log, Synchro Amplifiers, remote gyro repeaters, Dead Reckoning Tracker (DRT), Wind direction data distribution.

(26) Technical manuals for combat systems and related support equipment including all general/special purpose test equipment.

(27) Closed Circuit Television systems, secure AN/SXQ-8 and Ship Entertainment Television (SITE).

(28) Ship's Training Alignment Verification (STAV).

INSPECTED SHIP'S DUTIES AND RESPONSIBILITIES DURING AIRCRAFT CARRIER CSRR

1. General.

a. The CV/CVN CSRR team consists of about 100 personnel from technical activities across the country. The CSRR will last approximately ten working days, normally starting on a Monday and ending 12 days later (Friday) with some areas working through the one weekend. Everything should be done to maximize the use of this time to improve the combat readiness of the carrier. The benefits derived from the CSRR will be directly proportional to the level of involvement of the ship's combat systems maintenance personnel with the equipment testing and correction of problem areas. Ship's combat systems maintenance personnel should be readily available and not assigned to conflicting duties.

b. The CSRR objective is to find and document existing problems and get as many of the highest priority discrepancies fixed as possible, and as soon as possible.

c. The CSRR evaluators shall provide on the job training to the ship's technicians.

d. The problems that cannot be corrected during the CSRR will be screened to ship's force, or an appropriate activity.

e. All corrected or uncorrected discrepancies shall be automatically loaded respectively to Ship's Force Work List, CSMP or CSMP history as appropriate.

2. Specifics.

a. The carrier being tested shall designate the Electronics Material Officer/Combat Systems Maintenance Officer as the ship's CSRR Coordinator and provide CSRR support requirements outlined as follows:

(1) No evolutions will be scheduled to conflict with the CSRR unless specifically waivered by TYCOM. Waiver authority of this requirement is retained at the TYCOM level. Submit waiver requests via message at least 30 days prior to commencement of CSRR.

(2) Ensure adequate power, cooling water, dry air, and air conditioning are available to support the combat systems testing.

(3) Ensure all CSRR related test equipment is on board and calibrated.

(4) Two weeks prior to commencement of CSRR, submit a message to the respective type commander:

(a) Identifying any special area requiring assistance.

(b) Statement that ship's force has:

((1)) Completed the preliminary CSRR test plan satisfactorily.

((2)) Tested all Maintenance Assist Modules (MAMS) satisfactorily.

((3)) All portable communications equipment available and ready for testing.

Note: Include problem areas with justification for not completing the applicable procedures.

(5) Five days prior to commencement of CSRR, ship's force shall conduct an Overall Combat Systems Operability Test (OCSOT). Results shall be briefed to the type commander's CSRR Coordinator at the commencement of the CSRR. The OCSOT will be used as a measure of material condition before and after the CSRR. The results of the OCSOT to be conducted at the end of CSRR will be reported in the final CSRR report.

(6) Ensure that all known equipment casualties are properly documented in accordance with normal 3M procedures and type commanders directives regarding Casualty Reports.

(7) Shift the communications guard ashore for the first week of the CSRR.

(8) Coordinate in and out brief to include with the Commanding Officer, Executive Officer, operations Officer, Electronics Material officer, Chief Engineer, Auxiliaries Officer, Electrical Officer, Supply Officer, Communications Officer, Intelligence Officer, Combat Direction Center (CDC) Officer, Group Commander (ISIC)/Electronics Material Officer should be invited to attend. The meeting should be attended by the officers, chief petty officers, and leading petty officers responsible for the following equipment:

Non-tactical computer maintainers (SNAP I, III/NTCSS).
Electronic Warfare
Electrical distribution
Auxiliaries (dry air/cooling water)
Signals Exploitation
Communications
Supply support
Maintenance/Logistics Support Center
Automated Data Processing
Command and Control
Staff Combat Systems Maintenance Officer

(a) Reserve a wardroom for the in and out brief meetings. The in brief meeting should be scheduled for 0900 Monday morning.

(1) The in brief usually includes a welcome aboard speech by the CO and EMO, followed by a brief overview of the CSRR and an introduction of key players by the CSRR Coordinator. The CO usually departs at this time.

(2) Following the in brief the EMO provides information regarding ship's normal working hours, messing, smoking policies, aloft days, radiate days and LINKEX and OCSOT schedules. This is followed by a one hour training session for the evaluators. The CSRR Coordinator and NWADIV Corona personnel shall brief on how to document test results including the Troubled Systems Process (TSP).

(3) Following the training session, evaluators will pick up test books and meet their respective ship's force technician and commence testing.

(b) The de-brief should be scheduled for late Friday morning, or early afternoon of the last day of the CSRR:

(1) The same ship's company members that attended the in brief should attend the de-brief.

(2) A summary overview will be provided by warfare area covering the overall condition at commencement and completion of the CSRR.

(3) Significant equipment casualties will be debriefed.

(4) Ship's force personnel who have been cited by the evaluators will be mentioned by name.

(c) Provide an overhead projector and PA system.

(9) CSRR team support space (Ready Room, Flag admin space if Flag not embarked, or unused wardroom) "lockable" with the following support:

(a) One outside telephone line with full access to DSN and commercial long distance.

(b) Access to high capacity copier with sorting capability preferably within assigned space. The daily report is normally completed late at night and numerous copies are required for distribution each morning. The copiers within main communications are ideal.

(c) Sufficient tables/desks, and electrical outlets to support the Inspection Management Team (six personnel) and network operations including three computers and two printers.

(10) S-1 division shall expedite repair part requisitions.

(11) Arrange for two man aloft days per week.

(12) Arrange for two radiate days per week including required message to SOPA ADMIN. CSRR requires rotating and radiating. Minimize any mast staging.

(13) One week prior to CSRR:

(a) Consolidate all CSRR team member clearance data into single ALPHA list-by team members name and support agency including badges "NO ESCORT REQUIRED", readily available at the visitor check in on the first day and thereafter throughout the inspection.

(b) Provide a copy of the clearance data to the Naval Station or shipyard Pass Office and the ship's security officer, CDC Officer, SSES officer, Communications Officer and Intelligence Officer.

(c) If clearance messages have not been received within five working days prior to the start date from each of the action addees listed on the CSRR message, contact the respective TYCOM CSRR Coordinator.

(d) Provide five-reserved parking places on pier marked "RESERVED CSRR 24 Hours" and sufficient temporary "Forces Afloat" parking passes so that evaluators can park within a reasonable distance from the ship.

(e) Prepare 100 copies of a list of all work center/equipment primary and secondary points of contact including phone numbers and space locations.

(f) Make arrangements with the Supply Officer to allow the CSRR team members the option to eat on board. Most of the evaluators are civilians GS-11/12 or equivalent, chief petty officers or E-6 personnel.

(14) One day prior to CSRR:

(a) Post signs on the ship's pier security office showing time and location of CSRR kickoff meeting, the location and phone number for the CSRR office and the EMO's office.

(b) Ensure that the space assigned the CSRR office is ready as the data processing team arrives and prepares to set up shop the day prior to commencement of the CSRR. This team will arrive with the CSRR test books. A five man working party should be made available to assist in carrying the data processing equipment and the test books on board to the CSRR office.

(15) The first day of the CSRR, one petty officer should be assigned to augment the ship's pier security shack to assist in issuing badges to CSRR personnel. This should only be required for the first and second days.

(a) Test books will be handed out daily from the CSRR office.

(b) Evaluators will meet with the respective ship's technician and commence testing.

(c) Test results will be "legibly" hand written in the test books.

(d) At the completion of work each day, the evaluators shall turn-in their test book and de-brief the CSRR Coordinator or his representative on any significant problems.

(e) Each evening, the contractor data entry personnel will transcribe the data from the test books into the computerized data base. This data is then printed and reproduced for all concerned.

(f) A daily progress meeting shall be scheduled at the convenience of the CSMO/EMO.

(1) Scheduling this meeting around 0900 in the CSRR office will work best, getting EMO away from the busy routine and phone of his office.

(2) The meeting is normally a closed meeting, chaired by the TYCOM CSRR Coordinator, attended by the ship's and group commander's EMOS, and CSRR team leaders.

(3) Repair priorities, parts problems, potential CASREPs or anything else pertinent to the CSRR progress will be discussed.

(4) A printed list of discrepancies from the previous day will be provided, normally collated by work center for distribution to division officers.

SUPPORT ACTIVITY DUTIES AND RESPONSIBILITIES
DURING AIRCRAFT CARRIER CSRR

1. In order to implement a smooth running CSRR the following responsibilities are assigned:

A. NAVSEA DET (PERA CV) BREMERTON WA (PERA CV 1815) shall provide the following:

(1) Maintain the CV/CVN CSRR test plan.

(2) Update the CV/CVN CSRR test plan as recommended by the CSRR evaluators, approved by troubled Systems Process (TSP) Board of Directors and by COMNAVAIRLANT (Code N435)/COMNAVAIRPAC (Code N436) for carrier unique test plans.

(3) Provide the CV/CVN CSRR configuration database based on the most accurate available configuration data.

(4) Provide the Evaluation Management "ROCKATS" Program & hardware (computers, network and laser printer), with databases containing ship's configuration, Trouble System Process (TSP) requirements, CV/CVN equipment cross reference guide and pertinent type three and four SCLSIS data elements with support personnel to record. CSRR results.

(5) Provide preliminary and final test plans and books in accordance with milestones identified in enclosure(1), TSP and NWADIV Corona and TYCOM guidance.

(6) Provide final reports, summaries and products using the "ROCKATS" database upon completion of all CSRR events as identified by the type commander.

(7) Coordinate program upgrades and corrective actions with the appropriate technical agencies such as; Test Plan Deficiencies and Test Plan Feedback Reports, software enhancements and upgrades, compliance with 3M, SCLSIS, and type commander standards and directives.

(8) Use automated data transfer processes to provide theresults of the CSRR to:

(a) The configuration data manager for updating SCLSIS.

(b) Material condition deficiencies to the maintenance planner.

(c) Updating the CSMP.

(d) KWADIV Corona, CA (Code QA33)to update the Troubled System Process.

(e) WPNSTA Earle, NJ (Code 702) to update the Ship's Portable Electrical/Electronic Test Equipments Requirements List (SPETERL).

B. System Command support agencies shall provide the following:

(1) Sufficient qualified evaluators to assess, repair and document equipment material conditions, make recommendations for follow-on repair/overhaul, and perform technician training in corrective and preventative maintenance procedures. Enlisted evaluators shall be E-6 or above. Civilian evaluators should have the requisite knowledge and experience to qualify them as experts)

(2) Supervisory team leaders of respective teams with one overall coordinator for the respective support agency.

(3) Submit team member clearance data to reach the ship no later than 10 working days prior to the CSRR commencement date.

(4) All team members are to commence the inspection on the first day unless specifically waivered by the Type commander. Team Leader will submit a waiver request to the type commander at least ten working days prior to commencement of the CSRR inspection.

(5) The CSRR Coordinator shall assemble the team upon commencement of the CSRR.

C. FLEET TECHNICAL SUPPORT CENTER

(1) Assemble CSRR evaluation team.

(2) Provide Technical coordinator.

LIST OF SUPPORT ACTIVITIES
FOR AIRCRAFT CARRIER CSRR

Commander, Space and Warfare Systems Command, Washington DC (Codes PD30, PD70, PMW171, PKWI72, PMW176, PMW171, PMW172, PMW173, PMW/174, PMW175, PMW159)
Commander, Naval Sea Systems Command, Washington DC (Codes PMS312, PMS331, SEA03, SEA04DS, SEA04PA4, SEA04TD)
(Naval Sea Systems Command Detachment PERA CV, Bremerton WA Codes 1815, 1824)
Commander, Naval Air Systems Command, Washington, D.C. (Codes PMA251, 213)
Program Executive office, Theater Air Defense, WASHINGTON DC (Codes B, B33, B34, C, C4, C7, D, DB, DR, DR, D43 K, K32)
Operation Support Office, Washington DC (Code OPS)
Director, Office of Naval Intelligence, Suitland MD (Code 7JD)
National Security Agency Central Security Service, FT GEORGE G MEADE MD (Codes G56, G564, Q26)
Commander, Atlantic Intelligence Command, Norfolk VA (Codes DR1, , DR2, DR3)
Afloat Training Group Atlantic, Combat Systems Training Group, Norfolk VA (Codes 00, 32)
Naval Inservice Engineering East Detachment, Norfolk VA (Codes 242, 633, 532, 535, 241)
Naval Inservice Engineering East, Charleston SC (Codes 001, OOL, 212, 214, 323, 542)
Naval Inservice Engineering West, Vallejo CA (Codes OOF, OOL, 001, 210, 221, 222, 231, 311)
Naval Command Control and Ocean Surveillance Center, San Diego CA (Code 00)
Naval Command Control and Ocean Surveillance Center Research Development Test and Evaluation Division, San Diego CA (Code 43)
Naval Command Control and Ocean Surveillance Center Research Development Test and Evaluation Division Detachment, Philadelphia, PA (Code 002, 4203)
Naval Inservice Engineering East Detachment, Washington DC (Codes OOL, NE433)
Naval Inservice Engineering East Detachment, St Inigoes MD (Codes 32, 332, 322, 62, 3244, 331, 323)
Naval Surface Warfare Center ordnance Station, Louisville KY (Codes 3041, 504)
Naval Surface Warfare Center Ship System Engineering Station, Philadelphia PA (Codes 002, 024)
Naval Tactical Support Activity, Washington DC (Code 32)
Naval Surface Warfare Center Division, Dahlgren VA (Code H24)
Naval Surface Warfare Center Division, Port Hueneme CA (Codes 4Ll3, 4YOO, 4BOO, 4B90)
Naval Air Warfare Center, Aircraft Division, Lakehurst, New Jersey (Codes SRA, API, 30)
Naval Media Center, Washington DC (Code 00)

Naval Broadcast Service, Fleet Support Division, NORFOLK VA (Code 00)
Naval Broadcast Service, Fleet Support Division, San Diego CA (Code 3)
Naval Under Sea Warfare Center Detachment, Norfolk VA (Codes 24030, 24040, 24311, 24214, 33412, 33421, 33423, 03A2, 4C30, C24)
Naval Air Warfare Center Aircraft Division, Indianapolis IN (Code 1024E)
Naval Surface Warfare Center Division, Crane ID (Codes 804, 8041, 8047, 8048, 8045, 8046)
Naval Under Sea Warfare center Division, Keyport WA (Codes 41, 4321, 4323, 2251)
Weapon Station Earle, Colts Neck NJ (Codes 70, 702)
Naval Warfare Assessment Division, Corona CA (Codes 3144, QA30, QA33, MS64)
Naval Communications Tactical Support Interoperability, San Diego CA (Code 00)
Naval Communications Tactical Support Interoperability Detachment TWO, Norfolk VA (Code 00)
Fleet Technical Support Center Pacific Detachment, Pearl Harbor HI (Code 00)
Fleet Technical Support Center Pacific, San Diego CA (Code 00)
Fleet Technical Support Center Pacific Detachment, Yokosuka JA (Code 00)
Fleet Technical Support Center Pacific Detachment, Everett WA (Code 00)
Fleet Technical Support Center Pacific Detachment, Alameda CA (Code 00)
Fleet Technical Support Center Atlantic, Norfolk VA (Codes 4200, 4225, 4300)
Fleet Technical Support Center Atlantic Detachment, Norfolk VA (Code 00)
Fleet Technical Support Center Atlantic Detachment, Charleston SC (Code 00)
Fleet Technical Support Center Atlantic Detachment, Mayport FL (Code 00)
Fleet Technical Support Center Atlantic Detachment, Naples IT (Code 00)
Fleet Imagining Command Atlantic, Norfolk VA (50)
Naval Ship Yard, Philadelphia PA (Code 292)
Naval Ship Yard, Norfolk VA (Codes 270, 274)
Naval Ship Yard, Puget Sound WA (Codes 270, 272)
Navy Manpower Analysis Center, Chesapeake VA (Code SDS)

AIRCRAFT CARRIER
CSRR DISCREPANCY CODE DEFINITIONS

Code Explanation

S PERSONNEL SAFETY:

A condition that could directly result in injury or death to personnel if not corrected

- Inoperative or bypassed interlocks
- Frayed power cable*
- Inoperative rotating antenna brakes
- Equipment not securely mounted I.E. improper mounting, mounting hardware & missing, missile hazard)
- Missing safety cover causes exposed electrical wiring.

Z EQUIPMENT SAFETY:

A condition that could directly result in catastrophic failure of equipment

- Inoperative or bypassed Theme interlocks
- Air flow blocked by gear adrift
- Jury rig to equipment causing excessive current in final amplifier.

D DOWN:

The equipment is inoperative e. g.,

- No or little power out
- Little or no sensitivity
- Unavailable to be tested because it is being REPAIRED by another work center or activity
- Dead batteries
- Can't be used due to UNKNOWN condition EXTERIOR to the equipment being tested.

L LIMITED:

The equipment is operational but degraded, e. g.,

- Low (but usable) power out at some or all frequencies
- Missing or burnt out indicator lights
- Decreased capability.

H HARDWARE:

The equipment has broken, missing or excessively worn hardware which does not affect normal operation, e.g.,

Missing spare fuses, tube shields
Missing nuts, bolts, module retaining hardware
Cathode Ray Tubes with burn spots.

E EMI HARDWARE:

Conditions exist which would cause the generation of or increase susceptibility to Electromagnetic Interference e.g.,

Ferrous material in use Deteriorated weather-proofing
Corrosion, excessive dirt, improper preservation on antennas, couplers, insulators, mounts, bond straps, clamps, wave guides.

T TEST PLAN:

Test plan is incorrect or deficient. e. g.,

Wrong MRC listed (evaluator should list the correct item)
The test plan doesn't sufficiently test the equipment (evaluator should list recommended tests either PMS or technical manual procedures).

J LOGISTICS:

Missing or improper APL's
Missing or improper Maintenance Assist Modules
Test equipment in use but past due for calibration
Test equipment missing, broken, inadequate
SPETERL does not adequately support maintenance
Proper tools/test equipment for PMS are not available
PMS procedures or scheduling do not support existing environment
Technical manuals missing, incomplete, out of date, etc.

O OVERHAUL:

Equipment should be overhauled. The urgency and reasons for reaching this conclusion must be documented on the evaluation sheet.

A ADMINISTRATIVE:

Used by evaluators to document special effort or extraordinary technical support by a member of ship's force.

M MISCELLANEOUS:

Any situation worthy of note not covered by the above classifications.

N NOT TESTED.

AIRCRAFT CARRIER CSRR FINAL REPORT FORMAT

RTTUZYUW RUCOSAA0001 155HHMM-CCCC--RUCOSUU.
ZNR CCCCC
R DDHHMMZ JUN YR
FM COMNAVAIRLANT NORFOLK VA//N435/NSlD// (as applicable)
COMNAVAIRPAC SAN DIEGO CA//N436// (as applicable)
TO USS_____
INFO CINCLANTFLT NORFOLK VA//N435// (as applicable)
CINCPACFLT PEARL HARBOR HI//N44// (as applicable)
COMNAVAIRLANT NORFOLK VA//N435/N81/N41/N63//(as applicable)
COMNAVAIRPAC SAN DIEGO CA//N436/N63// (as applicable)
COMNAVSURFLANT NORFOLK VA//N6/N63//
COMNAVSURFPAC SAN DIEGO CA//N43//
COMSPAWARSYSCOM WASHINGTON DC//PD30/PD70/PMW171/PMW172
/PMW176/PMW171/PMW172/PMW173/PMW/174/PMW/175/PMW159//
COMNAVSEASYSCOM WASHINGTON DC//PMS312/PMS331/SEA06/SEA04DS
SEA9lK31/SEA04PA4/SEA04TD//
COMNAVAIRSYSCOM WASHINGTON DC//PMA251/213//
PEO TAD WASHINGTON DC//B/B33/B34/C/C4/C7/D/DB/DN/DR/D43/K/K32//
BATTLE COMMANDER
COMCARGRU ONE/FOUR (as applicable)
NAVSEA DET PERA CV BREMERTON WA//1815/1824//
OSO WASHINGTON DC//OPS//
ONI SUITLAND MD//7JD//
NSACSS FT GEORGE G MEADE MD//G56/G564/Q26//
AIC NORFOLK VA//DR1/DR2/DR3//
AFLOATRAGRULANT CSTG NORFOLK VA//00/32//
NISEEAST DET NORFOLK VA//242/633/532/535/241//
NISEEAST CHARLESTON SC//001/OL/212/214/323/542//
NISE WEST SAN DIEGO CA//OOF/OOL/001/210/221/222/231/311//
NCCOSC SAN DIEGO CA//00//
NCCOSC RDTE DIV SAN DIEGO CA//43//
NCCOSC RDTE DIV DET PHILADELPHIA PA//002/4203//
NISEEAST DET WASHINGTON DC//OOL/NE433//
NISEEAST DET ST INIGOES MD//32/332/322/62/3244/331/323//
NAVSURFWARCEN ORDSTA LOUISVILLE KY//3041/504//
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//002/024//
NAVAIRWARCENACDIV LAKEHURST NJ//SRA/API/30//
NAVTACSUPPACT WASHINGTON DC//32//
NAVSURFWARCENDIV DAHLGREN VA//H24//
NAVSURFWARCENDIV PORT HUENEME CA//4Ll3/4YOO/4BOO/4B90//
NAVMEDIACEN WASHINGTON DC//00//
NAVBCSTSVC FSD NORFOLK VA//00//
NAVBCSTSVC FSD SAN DIEGO CA//3//
NAVUNSEAWARCEN DET NORFOLK VA//24030/24040/24311/24214/33412/
33421/33423/03A2/4C30/C24//
NAVAIRWARCENACDIV INDIANAPOLIS IN//1024E//

NAVSURFWARCENDIV CRANE ID //804/8041/8047/8048/8045/8046//
NAVUNSEAWARCENDIV KEYPORT WA//41/4321/4323/2251//
WPNSTA EARLE COLTS NECK NJ//70/702//
KWADIV CORONA CA//3144/QA30/QA33/MS64//
NCTSI SAN DIEGO CA//00//
NCTSI DET TWO NORFOLK VA//00//
PTSCPAC DET PEARL,HARBOR HI//00//
FTSCPAC SAN DIEGO CA//00//
FTSCPAC DET YOKOSUKA JA//00// FTSCPAC DET EVERETT WA//00//
FTSCPAC DET ALAMEDA CA//00//
FTSCLANT NORFOLK VA//4200//4225/4300//
FTSCLANT DET NORFOLK VA//00//
FTSCLANT DET CHARLESTON SC//
FTSCLANT DET MAYPORT FL//00//
FTSCLANT DET NAPLES IT//00//
NAVSHIPYD PHILADELPHIA PA//292//
FLTIMAGCOMLANT NORFOLK VA//50//
NAVSHIPYD NORFOLK VA//270/274//
NAVSHIPYD PUGET SOUND WA//270/272//
CONFIDENTIAL //NO3520// (RECOMMENDED CLASSIFICATION)
MSGID/GENADMIN/COMNAVAIRLANT N435 or COMNAVAIRPAC N436//
SUBJ/AIRCRAFT CARRIER USS _____ COMBAT-SYSTEM
READINESS/REVIEW (CSRR) (U)//
REF/A/DOC/COMNAVAIRLANTINST 3520.lE OR COMNAVAIRPAC-INST 9093.lB//
AMPN/REF A IS COMNAVAIRLANT (OR COMNAVAIRPAC) INSTRUCTION FOR CONDUCT OF COMNAVAIRLANT (OR COMNAVAIRPAC) DIRECTED CSRR// RMKS/1. (U) IAW REF A, A CSRR WAS CONDUCTED ON BOARD USS
(_____DATES_____):
2. (C) INSPECTION SUMMARY:
A. GRAND TOTALS FOR CSRR:
TOTAL EQUIPMENT CONFIGURATION TESTED _____
TOTAL EQUIPMENT CONFIGURATION NOT TESTED _____
TOTAL EQUIPMENT CONFIGURATION TESTED SAT _____
TOTAL EQUIPMENT CONFIGURATION TO REPAIR _____
CSRR CONDUCTED OCSOT (SAT/UNSAT WITH REASON IF UNSAT)
B: CATEGORY TOTALS:

	DEFICIENCY	CORRECTED	OUTSTANDING
P.SAFETY			
E.SAFETY			
DOWN			
LIMITED			
HARDWARE			
EMI HARDWARE			
OVERHAUL			

NOTE: CLASSIFIED FOR FORMAT ONLY.

MISCELLANEOUS
PMS
TEST PLAN
LOGISTICS
ADMINISTRATIVE

NOTES: AS APPLICABLE TO OVERVIEW MAJOR AREAS.

C. COMBAT SYSTEMS CASREP STATUS: (OUTSTANDING AT COMPLETION OF CSRR):

C3 MISSION DEGRADING EQUIPMENTS: NONE OR
EQUIPMENT PROBLEM ETR CASREP NR REMARKS

(1) (LIST CASREPS AS INDICATED BY ABOVE COLUMNS)

C2 MISSION DEGRADING EQUIPMENTS: NONE OR
EQUIPMENT PROBLEM ETR CASREP NR REMARKS

(1) (LIST CASREPS AS INDICATED BY ABOVE COLUMNS)

D. MANNING:
OVERVIEW MAJOR PROBLEM AREAS AND PLAN TO CORRECT BY WHOM.

E. REPAIR EIGHT PQS:
_____OF_____ COMPLETED.

F. MODULE TEST AND REPAIR FACILITY (MTRF) STATUS:

_____OF_____ CURRENTLY 2M F-LEVEL CERTIFIED.
_____OF_____ CURRENTLY 2M E-LEVEL CERTIFIED.
_____OF_____ 2M STATIONS CERTIFIED.
_____OF_____ FORMALLY TRAINED IN BASIC SOLDERING.
_____OF_____ 2M PIECE PARTS ON BOARD.
AN/USM-465
_____OF_____ TEST PROGRAM SETS ON BOARD.
_____OF_____ TEST PROGRAM M_____S_____ON BOARD.
_____OF_____ I_____D_____S_____ON BOARD.
AN/USM-646 (510ODS)
_____OF_____ GOLD DISKS ON BOARD.

G. LOGISTICS SUPPORT:
(1) _____ NUMBER OF CSRR ITEMS LOADED TO SHIP'S CSMP.
(2) _____ PUBLICATIONS INVENTORIED.
(3) _____ PUBLICATIONS INVENTORIED IN WORK CENTERS.
(4) _____ PUBLICATIONS INVENTORIED IN MSC/LSC.
(5) _____ PUBLICATION LINE ITEMS NOT FOUND.
(6) _____ PUBLICATIONS ON ORDER.
(7) _____ PUBLICATIONS REQUIRING CHANGE/REVISION.
(8) _____ PUBLICATIONS ITEMS EXCESS/OBSOLETE THAT HAVE BEEN DESTROYED.
(9) _____ APL'S IN COSAL PRIOR TO CSRR.

(10) _____ APLIS ADDED TO COSAL.
(11) _____ APLIS IN COSAL AT COMPLETION OF CSRR.
(12) _____ ADMIN CHANGES MADE TO APLIS DURING CSRR.
(13) _____ OF EXCESS DLRIS TO BE OFF-LOADED.
(14) _____ MAMIS ON BOARD. ____ ON ORDER.
(15) _____ OF ____ OSI ON BOARD.
(16) _____ OF ____ OSI ON ORDER.
(17) _____ OF ____ DLR'S ON BOARD.
(18) _____ OF ____ DLR'S ON ORDER.
(19) _____ (K$) VALUT OF EXCESS DLR'S STILL ON BOARD.
(20) _____ OF DEFICIENCIES TO REQUISITIONING OBJECTIVE (RO) AS REFLECTED ON SUADPS FILE.

NOTE: REMAINING STATISTICS WILL BE PROVIDED TO USS_____ WITHIN 30 WORKING DAYS BY NAVSEA DET PERA CV (1815).

H. FIELD CHANGE/ORDALT STATUS:
(1) COMNAVSEASYSCOM.
___OF___ FIELD CHANGES/ORDALTS INSTALLED.
___OF___ FIELD CHANGES/ORDALTS WITH REQUIRED COSAL SUPPORT.
(2) COMSPAWARSYSCOM.
___OF___ FIELD CHANGES/ORDALTS INSTALLED.
___OF___ FIELD CHANGES/ORDALTS WITH REQUIRED COSAL SUPPORT.

I. TEST EQUIPMENT (GPETE/SPETE):
(1) ____ ALLOWED BY SPETERL.
(2) ____ ON BOARD.
(3) ____ ALLOWANCE CHANGE REQUEST (ACR) SUBMITTED (DATES).
(4) ____ EXCESS TO REQUIREMENTS (EXCLUDING QTY ON ACR-S).
(5) ____ OF____ REQUIRE CALIBRATION.
(6) ____ OF___ TOTAL FROM ITEM 5) REQUIRE CALIBRATION.
(7) ____ OF___ TOTAL FROM ITEM 6) OFF SHIP FOR CALIBRATION.
(8) ____ OF___ TOTAL FROM ITEM 2) REQUIRE REPAIR.
(9) ____ OF___ TOTAL FROM ITEM 8) REQUIRE OFF SHIP REPAIR.
(10) ____ TEST EQUIPMENT SHORTAGES.
(11) ____ TEST EQUIPMENT ON ORDER.
(12) ____ MISSION IMPACTING AREAS:
SCAT (A) TEST EQUIPMENT TYPE MISSION AREA

J. TACTICAL SOFTWARE/FIRMWARE STATUS:
_____OF_____ CURRENT PROGRAMS ARE ON BOARD.
MISSING OR OUT OF DATE PROGRAMS:

K. CERTIFICATIONS NOT COMPLETED: NONE OR
CERTIFICATION REASON NOT ACCOMPLISHED POA&M TO COMPLETE.
(1) (LIST STATUS OF VARIOUS CERTIFICATIONS)

3. (U) OR (C) LESSONS LEARNED:
4. (U) OR (C) OVERVIEW: (CSRR INSPECTION AND STATUS).
5. (U) USS_____SHALL SUBMIT FOLLOW UP STATUS REPORT UTILIZING THE SAME FORMAT AS ABOVE WITHIN 30 DAYS AND THEREAFTER EACH 30 DAYS WITH FINAL REPORT 15 DAYS PRIOR TO DEPLOYMENT.
DECL/DDMMYR//
BT
0001
NNNN